



CITY OF PITTSBURGH
DEPARTMENT OF MOBILITY & INFRASTRUCTURE

Department of Mobility and Infrastructure Order No: 21-0001

POLICY FOR A LOW-SPEED ELECTRIC SCOOTER USE, OPERATION AND PILOT PROGRAM IN THE CITY OF PITTSBURGH

I. Overview and Purpose

A. Objective

To provide guidance and establish policy as trial regulations for the operation and use of electric micromobility devices in public rights of way of the City of Pittsburgh under a low-speed electric shared scooter pilot program.

B. Authority

PA Act 24 of 2021 Article XVI-Q authorized a low-speed electric scooter pilot program in cities of the second class upon the adoption of local policies for their use and management. This Director's Order defines appropriate operation and use in the City of Pittsburgh with the intent to promote safe and harmonious operations in the public right of way and serves as Trial Regulations in accordance with § 503.02 of the Pittsburgh Municipal Code of Ordinances. This policy applies to an authorized commercial electric scooter enterprise. Use of private electric scooters is not permitted at this time.

City's Code of Ordinances §411.01 subsection b.3, "The Director shall establish and administer policies as necessary for the implementation of this Article, including, but not limited to, operating procedures, permits, forms, rules, and regulations, to ensure the management of the right-of way for the public good."

Executive Order "Authorization For A Low-Speed Electric Scooter Pilot In The City of Pittsburgh" of 2021 of the City of Pittsburgh directing in part that: "The Director of the Department of Mobility and Infrastructure ("Director") is authorized to develop appropriate policies, permits, and regulations to enable a low-speed electric shared scooter pilot program in the City of Pittsburgh."

This guidance applies to the public right-of-way and paved trail facilities under the stewardship of the Department of Mobility and Infrastructure.

C. Relevance to Adopted Policy or Plan

City of Pittsburgh Complete Streets Executive Order¹ and Policy²: “To develop a safe and accessible multimodal transportation system that will provide enhanced mobility for all users regardless of mode of travel, including people of all ages and abilities.”

Climate Action Agenda 3.0³ Climate Goals: Reduce on-road transportation emissions 50% by 2030 (from 2003 baseline) by reducing vehicle miles traveled and increasing shift in fuel sources by promoting vehicle electrification. Increase bike(+) commute rates to 10% of trips; promote and grow bike(+) share programs; and integrate bike(+) infrastructure with public transit systems.

ONEPGH Resilience Strategy⁴.⁴ Place: Connect all communities to economic opportunity and green spaces with safe, reliable, and convenient multi-modal transportation.

Department of Mobility and Infrastructure Goals:

1. No one dies traveling on city streets.
2. Every household can get to fresh fruits and vegetables within 20 minutes travel of home, without the requirement of a private automobile.
3. All trips less than one-mile in distance are easy to walk, roll or bike.
4. No household must spend more than 45% of household income on basic housing and necessary transportation (H+T Index).

D. Need.

Electric powered micromobility devices are an emerging form of urban mobility. Such devices expand low-cost, low-emission modes of travel, particularly for short distance trips. As such, these devices support the above referenced adopted policies and plans.

PA Act 24 of 2021 Article XVI-O authorized a low-speed electric scooter pilot program in cities of the second class upon the adoption of local policies for their use and management. This Director’s Order issues guidance for the operation and use in the City of Pittsburgh with the intent to promote safe and harmonious operations in the public right of way and serves as Trial Regulations in accordance with § 503.02 of the Pittsburgh Municipal Code of Ordinances.

II. GENERAL GUIDANCE.

A. Definition: Low-Speed Electric Scooter (“e-scooter”)

A mobility device with two or three wheels that weighs less than 100 pounds That has handlebars and an electric motor, a floorboard which can be stood upon while riding and is solely powered by the electric motor and/or human power. PMDs do not include:

1. Wheelchairs or powered mobility devices specifically designed for and used by an individual with a mobility-related disability;

¹ <https://pittsburghpa.gov/press-releases/press-releases.html?id=1090>

² https://apps.pittsburghpa.gov/redtail/images/5307_Attachment_Exhibit_A_2016-0935_1_.pdf

³ https://apps.pittsburghpa.gov/redtail/images/7101_Pittsburgh_Climate_Action_Plan_3.0.pdf

⁴ https://pittsburghpa.gov/onepgh/documents/pgh_resilience_strategy.pdf

2. Motorized pedalcycle or pedalcycle with electric assist as defined in the Pennsylvania Vehicle Code;⁵ or
3. Mopeds or motor-driven cycles as defined by the Pennsylvania Vehicle Code.⁶

B. Operating Guidance:

Unless otherwise specified, every individual operating an e-scooter shall be granted all of the rights and shall be subject to all of the duties applicable to the operator of a pedalcycle under 75 PA.C.S. CH. 35 SUBCH. A, except as to the provisions which, by their nature, can have no application.

1. Permitted area of operation – An e-scooter may be operated in a designated bicycle facility, designated shared use pathway, or right-most general purpose travel lane of a low-speed roadway within the boundaries of the City of Pittsburgh.
2. Prohibited area of operation – No individual may operate an e-scooter:
 - a. On any sidewalk unless otherwise specified by signage or markings,
 - b. On any unpaved park or recreational trail,
 - c. On any roadway segment with a posted speed limit greater than 25 Miles Per Hour,
 - d. On any freeway or limited access roadway,
 - e. Within any plaza, streetery, or other portion of roadway generally designated for pedestrian use,
 - f. Within any area temporarily permitted for a special event, unless specifically authorized by said permit,
 - g. On any street designated as a “Restricted Riding Zone” by the Department of Mobility and Infrastructure.
3. Age requirement.--No individual under 18 years of age may operate an e-scooter in the City of Pittsburgh.
4. Speed requirement.—
 - a. No individual shall operate an e-scooter on a roadway, bicycle facility or designated trail at a speed greater than 15 miles per hour.
 - b. The Department of Mobility and Infrastructure may designate Controlled Riding Zones in which lower maximum speed limits may apply.
5. Rider limit –Persons may not ride on an e-scooter at a capacity greater than the device is designed and equipped to carry.
6. Pedestrian Interaction - Persons operating an e-scooter must yield to pedestrians on roadways, paths or trails and at all crosswalks. A person traveling on an e-scooter must give an audible signal to pedestrians before passing them.
7. Helmet Use - Helmet use is strongly encouraged for persons operating an e-scooter.
8. Parking -
 - a. E-scooters must be parked securely and in such a location and manner so as to not obstruct any other travel way, including vehicle lane, bike(+) facility or pedestrian way.
 - b. E-scooters must be parked, and remain, in the upright position.
 - c. E-scooters must be parked in a designated parking corral or hub, legal unmetered vehicle parking space, or adjacent to a bicycle rack.

⁵<https://www.legis.state.pa.us/cfdocs/legis/li/uconsCheck.cfm?yr=2014&sessInd=0&act=154#:~:text=%22Pedalcycle%20with%20electric%20assist.%22,miles%20per%20hour%20on%20a>

⁶ <http://www.dot.state.pa.us/public/dvspubsforms/BMV/BMV%20Fact%20Sheets/fs-momo.pdf>

- d. When parked in a corral or vehicle parking space:
 - i. E-scooters should be parked facing and perpendicular to the curb.
 - ii. E-scooters must not obstruct a crosswalk, curb ramp, driveway or intersecting street, fire hydrant, bus stop, or other street access points.
 - e. E-scooters may not be parked in loading zones.
 - f. E-scooters may not be parked within 40 feet of a bus stop except in a designated hub, corral or adjacent to a bike rack.
 - g. In designated controlled parking zones, e-scooters may only be parked in the immediate proximity of a parking corral or hub.
 - h. E-scooters may not be parked in any **restricted** parking zone. E-scooters may not be parked within parks or trail rights-of-way.
9. Enforcement – Pittsburgh Bureau of Police shall regulate the use of e-scooters consistent with the regulation of pedalcycles except where differentiated as above.

III. Low-speed electric scooter pilot program.

A. Definitions

DOMI: Either an employee of the Department of Mobility and Infrastructure, or their designee, such as project managers from InnovatePgh.

Permittee: A company or enterprise who has obtained a low-speed electric scooter operations permit from the Department of Mobility and Infrastructure.

Corrals: Areas demarcated by paint or decal on streets or pathways that enable safe and organized parking of low-speed electric scooters.

Data Platform Provider: An entity that acts as a partner to both DOMI and the Permittee, who consumes and displays data from Permittee APIs for reporting purposes.

Deployment: The presence of an operational low-speed electric scooter by 7 A.M. of a given day.

Deployment Zones: Geographic areas defined by DOMI for the purposes of ensuring a minimum number of deployments in all of Pittsburgh's regions, based on population and need.

Restricted Parking Zone: Geographic areas defined by DOMI where low-speed electric scooters cannot be parked, as enforced by the Permittee.

Controlled Parking Zone: Geographic areas defined by DOMI where low-speed electric scooters must be parked proximate to corrals or scooter charging stations, as enforced by the Permittee.

Restricted Riding Zone: Geographic areas defined by DOMI where low-speed electric scooters cannot be ridden, as enforced by the Permittee.

Controlled Riding Zone: Geographic areas defined by DOMI where low-speed electric scooter propulsion speeds are limited.

Transportation Gap Zone: Geographic area defined by DOMI where existing shared transportation resources are lacking.

B. Evaluation Timelines

During the two year term of the low-speed electric scooter pilot, DOMI requires regular reporting by the commercial electric scooter enterprise as described in this guide. Below is an index of reporting requirements, and where further detail may be found.

1. Ongoing Reporting:

- Violation Mitigation
- Complaint Mitigation
- Restricted Parking Zone & Restricted Riding Zone Reassessment Proposals

2. Monthly Reporting:

- Data Platform Monthly Report
- Corral Assessment

3. Quarterly Reporting:

- Permittee Operations Amendment Proposal
- Data Platform Quarterly Report
- Fleet Increase Proposal
- Distribution Requirement Assessment

C. Reporting

1. Permittee Operations Amendment Proposal:

Every three months, starting from the date of the first low-speed electric scooter deployment, an overall evaluation will be conducted by DOMI. To support DOMI's review, the Permittee shall submit the following:

- Amendments to the Permittee's initial operations plan submitted at the beginning of the deployment. This may include alterations to the strategies or procedures employed for operating the shared micro-mobility system.
- Proposed amendments to the terms and conditions of the operations guide or operational permit terms and conditions, along with a detailed justification.

DOMI will have 30 days to review any requested programmatic changes. Following the submission of any requests, DOMI may ask the Permittee or the Data Platform Partner to provide additional information to justify the amendment.

2. Data Platform Monthly Report:

Starting from the date of the first low-speed electric scooter deployment, the Permittee's and DOMI's Data Platform Partner must submit a report via PDF and Excel document detailing various low-speed electric scooter reporting metrics within five (5) business days of the last day of a calendar month. These metrics will be used in part to assess the success of the platform. The metrics should be displayed in three different charts based on the geographic area that they reflect: citywide, deployment zone, or neighborhood. Metrics marked with an asterisk (*) may be displayed in an alternate method. The data in the report should only reflect what occurred during the one month span. The metrics are as follows:

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Metric	Citywide	By Zone	By Neighborhood
Total number of trips	x	x	x
Total number of users	x		
Total frequent users, defined by the Permittee	x		
Total users of reduced cost programs	x		
Total number of trips ended proximate to corrals	x	x	x
Total number of trips ended in charging stations	x	x	x
Average trip duration	x	x	x
Average trip length in miles	x	x	x
Average daily deployments	x	x	x
Total reported parking complaints	x	x	x
Total reported collisions	x	x	x
*Total deployments for each day of the month	x	x	x
*Graph showing average number of trips for each hour of the day for each day of the week	x		

3. Data Platform Quarterly Report:

Every third month starting from the first month of low-speed electric scooter deployment, a quarterly report shall be submitted by the 10th day of the following calendar month. The quarterly data platform report should contain the metrics from all the previous months of deployment of the pilot. Metrics with an asterisk may be disclosed from the quarterly report. All other metrics should be displayed in a month-by-month format, as well as in three-month totals. DOMI, the Permittee, and the data platform partner will determine the optimal way to display this high-level data.

The Permittee must also conduct an optional survey for users of the low-speed electric scooter service for inclusion in the quarterly report. The Permittee is encouraged to offer a discount to users in exchange for completing the survey. Final questions may be proposed by the Permittee in writing, but must be approved by DOMI prior to survey launch. At a minimum the survey should ask users for their:

- Overall experience of the service
- Suggestions for service improvement

DOMI may ask the Permittee to include additional questions regarding program success.

4. Final Assessment:

At least 30 days prior to the end of the 24 month pilot period after the first day of operation, DOMI will evaluate the program's success. This will include:

- An assessment of resident complaints, surveys, or other forms of feedback, and
- An assessment of the Permittee's overall compliance and cooperation with the guidance and agreements set forth by DOMI in relationship with the Permittee and DOMI.

D. Fleet Size:

In order to ensure safe and harmonious operation of the public rights-of-way and the diversity of travelers, modes and uses upon it, DOMI will permit the deployment of a maximum of 1,000 low-speed electric scooters. This quantity is determined based upon current outreach efforts, operational strains, and anticipated rate of public acclimation to the presence of new mobility devices. Deployment may be phased with a limited number of devices in a limited number of zones, and gradually increase to the program maximum.

A Permittee may propose a schedule of phasing. DOMI must approve the timing, device amount, and included zones for any phasing proposed by the Permittee.

DOMI may alter phasing or permitted quantity, up to the program maximum, based on an overall assessment of e-scooter use, including reported complaints, violations, or other unexpected occurrences.

E. Policies:

1. Trip Fee Policy:

Permittee will set aside \$0.10 for each device trip taken to be used to install infrastructure that supports bikes and scooters in the City and/or to offset mobility bundles and transit fares.

2. Distribution Policy:

DOMI will establish zones of deployment and the minimum number of required e-scooter deployments for each zone.

3. Seasonal Decrease Policy:

The Permittee may decrease the amount of deployed devices citywide due to a drop in demand resulting from seasonal inclement weather. DOMI must be notified in writing at least 30 days prior to a planned decrease in deployed devices. This notice must include:

- The planned date for the reduction
- The decreased number of devices to be deployed
- The estimated date for reintroduction of devices

In the event that a notice needs to be amended due to extenuating circumstances, the Permittee is encouraged to amend the notice no less than 15 days prior to the planned reduction in fleet.

4. Parking Policy:

Low-speed electric scooters may be parked in the following locations:

- At a mobility hub
- At a designated scooter corral
- In a legal parking space on the street
- As a final resort, on the sidewalk next to a bike rack

The Permittee must utilize all mechanisms at their disposal to communicate these parking policies. This includes:

- In-app safety quiz that riders are required to take before taking their first ride
- In-app parking screens that riders see before every ride
- Hub screens
- Out-of-home marketing campaign
- Safety one-pagers distributed to local partners

5. User Parking Violation Policy:

When a report of an erroneously parked e-scooter is received or the Permittee discovers an erroneously parked device, the Permittee must review the parking photo for the associated trip. If it is found that the user is at fault, the Permittee must issue one of the following responses, at their discretion:

- An in-app warning
- Charges for violation of terms of use including amounts up to \$25
- Suspension of account
- Revocation of account
- Additional actions approved by DOMI

The Permittee must reflect their typical policies for rectification of user behavior in the Operations Plan.

6. Permittee Violation Policy:

DOMI will monitor daily deployment of devices in deployment zones. A deployment is defined as the presence of an operational device by 7 a.m. of a given day. For each occurrence where a daily minimum of devices is not deployed, one Device Deployment Deficit (DDD) will be recorded and tallied. At the end of each month, if the DDD tally is over 25, then a violation will be assigned to the permittee for each multiple of 25.

For example, if only 10 devices are deployed in one day in a zone that has a deployment requirement of 20 devices, DOMI will assign the Permittee 10 DDDs. At the end of the month, if the permittee has 310 DDDs tallied, then the permittee will be assigned 12 violations. Surplus DDDs do not carry over into the next month.

7. Corral Policy:

Corrals will be utilized to organize the parking and charging operations of the low-speed electric scooter program. Corrals will be installed by DOMI or its designee. The following policies apply to the installations of corrals:

- Corrals in controlled parking zones must be installed prior to the zone's enforcement.
- Controlled parking zones should seek to have an appropriate density of parking corrals within the zone. An appropriate density is defined as having a corral or charging station within 500ft. of any given point within the zone.
- A corral must be able to fit at least six (6) electric scooters.
- A corral must be clearly demarcated by paint or decals.
- A corral must be located on public property, unless with expressed permission to locate on private property from the property owner.
- Corrals must be accessible to the general public at all times.
- If a corral is located in the cartway of the right-of-way, the corral must be surrounded by a solid white line and flexposts. DOMI may produce a corral standard document that would define the design of corrals for the term of the pilot.
- A corral must not restrict pedestrian pathways to less than five (5) feet.
- A corral must not restrict activity in the following locations:
 - Accessible parking zones, or any other accessible routes that would otherwise create a barrier to accessibility
 - Curb ramps
 - Loading zones
 - Street furniture that requires pedestrian access (e.g. benches)
 - Vaults, cellar doors, sewer drains, or ventilation grates
 - Access points to utilities, such as electric boxes or fire hydrants
 - Healthy Ride Bikeshare stations
 - Local and regional transportation stops and shelters
 - Entrances to private property or driveways
 - Protected tree plantings or landscaped areas
 - The City reserves the right to restrict additional areas

8. Charging Station Policy:

A minimum of 50 charging stations should be installed by the Permittee on an ongoing basis throughout the term of the pilot. Charging stations will be permitted by DOMI by means of a separate permit to occupy the right-of-way. Each individual charging station must be approved by DOMI. Prior to submitting an application and site plan, DOMI and the Permittee should agree on an optimal area for the charging station to be located. Each location should be approved by relevant stakeholders, including Port Authority, an electrical engineer, and local community organization. The Permittee has the right to propose general locations for charging stations, and DOMI may suggest possible locations to the Permittee.

Charging stations should be located:

- In areas of historically high low-speed electric scooter parking
- Adjacent to other transportation nodes, such as transit stops, bikeshare stations, or carshare parking spots

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- In areas with a high amount of commercial or public Points-of-Interest
- In areas with a high density of residences
- Near street corners
- In high-visibility areas

Charging stations must not be placed in areas disallowed by the corral policy. Charging stations must be located equitably. One in every five charging stations (20%) must be located in an equity area. Additionally, one in every five charging stations (20%) must be located in an area designated as a transportation gap zone.

- An equity area is defined as a census block group with a Port Authority Equity Index score in the top 20th percentile.
- A transportation gap zone is defined as a census block group that has:
 - Less than 50% of its area contained inside PAAC's frequent transit service walkshed;
 - OR
 - Only transit stops or stations with less than 1,000 avg. weekly trips.

F. Assessment Mechanisms:

1. Fleet Increase Criteria:

The Permittee may propose to increase the fleet size during quarterly reviews. The increase may not exceed 500 devices at a time. DOMI will consider and approve the fleet increase if certain criteria listed below are met. A partial expansion may be considered if these criteria are partially met.

- Overall compliance with regulations established in this document and the operation permit
- More than 1 trip/device/day on average citywide
- More than 2 trips/device/day on average for 50% of the deployment zones
- No more than 20% of neighborhoods experiencing less than 5 deployments a day on average
- More than 500 reduced fare program users
- No more than 200 violations accrued over the span of the quarter

DOMI reserves the right to revise these criteria as the pilot evolves.

2. Violation Mitigation:

As the Permittee accrues violations, they will be required to take an action to offset those violations. Once the Permittee performs this action and is completed and verified by DOMI, they will have effectively offset that violation. Rather than leveraging fines in response to violations, this system is intended to be additive and ultimately bolster the overall effectiveness of the low-speed electric scooter pilot program.

- Installation of a curb stop for a corral: 1 violation
- Installation of a corral: 2 violations
- Installation of a bike rack within a corral (at least 3 hoops): 4 violations

For example, if the Permittee has accrued 8 violations, they may install two corrals and a bike rack to return to 0 violations.

Violations must be offset each month and return to zero violations prior to the end of the month. The Permittee may not have more than 200 outstanding violations. If the Permittee reaches this amount, they will be asked to suspend their service until the permittee offsets violations to an amount below 100.

3. Complaint Mitigation:

The Permittee in coordination with DOMI should consistently monitor and mitigate complaints related to parking, riding, and other relevant topics. Based on received complaints, DOMI may take action in the form of creating new geofenced zones to prevent parking or riding. Additionally, DOMI may coordinate with the Permittee to install corrals as a part of mitigation.

4. Informational strategy:

In order to achieve the highest amount of compliance, the Permittee will be encouraged to test various methods of user outreach and education to ensure adherence to device parking or riding policies. Methods may include but are not limited to:

- In-app quizzes
- On-device education materials
- Public awareness campaigns
- Instructional signage or other materials affixed to streets/sidewalks or street furniture near corrals or stations

The Permittee shall conduct this program as they see fit and provide DOMI with notifications of altered or new informational strategies. The permittee will report their findings to DOMI on a three-month basis.

G. Geofenced Zone Selection and Reassessment Policies:

1. Deployment zones:

DOMI has produced 16 zones that separate regions of Pittsburgh based on:

- Distinct typography or geographical boundaries
- Traditional or historical categorization
- Neighborhood typology
- Cultural identity

The purpose of these zones is to ensure that low-speed electric scooters are available in each region of the city, and are equitably available to vulnerable populations. Using 25% of the total device fleet, deployment minimums within zones have been determined based on two criteria: population and need.

DOMI requires that 5% of fleet devices are distributed proportionally based on a zone's respective population. This has been done by determining the City's percentage of population residing within each zone, and then assigned an equal distribution of devices to be distributed amongst all zones proportionally according to the population percentage.

DOMI also requires that 20% of fleet devices are distributed in areas designated as having a high need for low-cost, shared transportation. This has been done using the Port Authority of Allegheny

County's Equity Index, where deployment zones containing census block groups with a higher total of need-based equity scores receive a higher proportion of the devices designated for equitable deployment.

The Permittee is expected to distribute scooters in each neighborhood within the zone, though DOMI acknowledges that some neighborhoods within zones will experience more deployments than others based on demand.

DOMI may adjust the deployment requirements based on a number of factors:

- If the citywide fleet device number is increased, DOMI will relatively increase the deployment requirement in each zone.
- If the citywide fleet device number is decreased for seasonality, DOMI shall relatively decrease the deployment requirement in each zone.
- In the future, DOMI may adjust deployment requirements in zones that contain a large percentage of transportation gaps.
- If a deployment zone totals 50 violations for insufficient device deployments within a zone over the course of a month, DOMI may opt to increase the deployment requirement in that zone by one.
- If a deployment zone experiences very little ridership, DOMI may decrease the deployment requirement. In these instances, DOMI will work with the permittee to revise operations to increase the amount of trips. DOMI may encourage increased community outreach, marketing or device presence to increase usage.

After a three month evaluation, if a deployment zone appears to have a large majority of deployments occurring in just one neighborhood, DOMI may introduce a requirement that no one neighborhood can experience more than a given percentage (over 50%) of the zone's total deployments. The defined percentage will depend on factors such as how many neighborhoods are in the zone, or the population distribution of the neighborhoods within the zone.

If the number of daily deployments exceeds 25% of the total fleet in any one deployment zone in a reoccurring manner, DOMI may employ a device deployment cap for that zone. A device deployment cap is a maximum number of allowable deployments for deployment zone. DOMI will assign violations each device deployment that exceeds the deployment cap.

2. Corrals:

Corrals should be continually installed by DOMI or its designee throughout the term of the program. Locations for new corrals may be the result of public requests, or operational evaluation.

Every month, an analysis assessing the most common locations for trip endings outside of corrals must be produced by Permittee and/or the Data Platform Provider. This analysis should produce a point density cloud and identify locations with a high number of historical trip ends within 100 ft. The locations with the highest number of historical trip ends should be considered for corral installation.

Each month, through user incentives and an increased number of corrals, the Permittee should attempt to increase the ratio of trips ended in corrals and stations compared to trips ended outside of stations or corrals.

3. Controlled Parking Zones:

A controlled parking zone is a defined geographic area that the Permittee shall not allow parking of a low-speed electric scooter unless the device is ended within close proximity to a parking corral or charging station.

A controlled parking zone will not be enforced until DOMI has installed a minimum viable density of parking corrals to allow for the efficacy of the controlled parking zone. A minimum viable density is defined by having a corral within 500 ft. of any given point within the controlled parking zone.

DOMI has identified controlled parking zones based on the presence of the following characteristics:

- A large density of public amenities or uses
- A high amount of pedestrian or vehicular traffic
- Dense street networks with narrow rights-of-way
- High curbside demand

DOMI has considered these factors and used the following geographic data to produce controlled parking zones:

- Certain zoning districts that designate areas as “Commercial,” “Golden Triangle,” or “Public Realm.”
- Metered Parking streets
- High density of Points-of-Interest

DOMI and the Permittee will reassess all controlled parking zones every three months to determine if they should be expanded, or if additional zones should be added.

A reassessment may not necessarily result in the creation of a new controlled parking zone. If it is found that a new zone is not necessary, implementation of one or more corrals may be a substitute.

4. Restricted Parking zones:

A restricted parking zone is a defined geographic area that the Permittee shall not allow parking of a low-speed electric scooter under any circumstance. These zones were produced for the following reasons:

- Scooters should not be parked on private property, unless consent is received by the Permittee from the property owner.
- Scooters should not be parked in locations that would be difficult to access by a device for redistribution or charging purposes.
- Scooters should not be parked on bridges, near highways, or in other dangerous rights-of-way.

DOMI’s designated restricted parking zones have been identified using the following geographic data:

- Parcels of private land (as requested by property owner)
- Park shapefiles
- Cemetery shapefiles
- Pittsburgh street centerlines
- Trail centerlines

The Permittee may request DOMI to revise the restricted parking zones at any time. In addition, if the Permittee receives permission from property owners to allow parking on their property, the Permittee should notify DOMI of this immediately and attach all relevant documentation of this agreement. After receiving this notification, DOMI will amend the restricted parking zone. If the Permittee believes an area should be added as a restricted parking zone, they should communicate this to DOMI to be approved before implementing the zone.

DOMI may require the Permittee to institute temporary restricted parking zones due to special events, emergencies, or other similar circumstances. In non-emergency situations, DOMI will define a span of dates that the geofencing shall be enforced. In emergency situations that stipulate the geofencing to be instituted “as soon as possible”, the Permittee shall institute such geofencing within twelve (12) hours of notification, or as soon as possible.

Restricted parking zone shapefiles will be communicated from the designated data platform partner directly to the Permittee. DOMI reserves the right to amend the restricted parking zones at any time.

5. Controlled Riding zones:

A controlled riding zone is a defined geographic area that the Permittee shall institute a speed governor on low-speed electric scooter riding within the zone. Each controlled riding zone will have a speed associated to the geographic area, at speeds of either three (3), six (6), or ten (10) miles per hour. DOMI may institute controlled riding zones at any time, in either a temporary or permanent fashion.

DOMI may require the Permittee to institute temporary controlled riding zones due to special events, emergencies, or other similar circumstances. In non-emergency situations, DOMI will define a span of dates that the geofencing shall be enforced. In emergency situations that stipulate the geofencing to be instituted “as soon as possible”, the Permittee shall institute such geofencing within twelve (12) hours of notification, or as soon as possible.

Controlled riding zone shapefiles and their associated will be communicated from the designated data platform partner directly to the Permittee. DOMI reserves the right to amend the restricted parking zones at any time.

6. Restricted Riding zones:

A restricted riding zone is a defined geographic area that the Permittee shall not allow riding of a low-speed electric scooter under any circumstance. Devices also may not be parked in restricted riding zones.

These zones were produced for the following reasons:

- Scooters should not be ridden in municipalities adjacent to Pittsburgh
- Certain road types such as highways are dangerous for scooter operation
- Streets with materials such as brick or cobblestone will be dangerous to the user and harmful to the device
- Streets with a steep grade would be dangerous for riders to navigate
- State Law prohibits scooter usage in certain locations for the low-speed electric scooter pilot program

DOMI's designated no-ride zones have been identified using the following data:

- Pittsburgh City boundary
- Pittsburgh Street centerlines

In a restricted riding zone that is designated as a slow-ride zone, the exact speed limit will be communicated as a part of the map files.

The Permittee may request DOMI to modify the restricted riding zone. If the Permittee believes an area should be added as a restricted riding zone, they should communicate this to DOMI to be approved before implementing the zone.

DOMI may require the Permittee to institute temporary restricted riding zones due to special events, emergencies, or other similar circumstances. In non-emergency situations, DOMI will define a span of dates that the geofencing shall be enforced. In emergency situations that stipulate the geofencing to be instituted "as soon as possible", the Permittee shall institute such geofencing within twelve (12) hours of notification, or as soon as possible.

Restricted riding zone shapefiles will be communicated from the designated data platform partner directly to the Permittee. DOMI reserves the right to amend the restricted riding zones at any time.

7. Deployment points:

DOMI will communicate desired points of deployment by means of an online shared map. DOMI may require that scooters are deployed at specified locations in a way that does not constitute an undue burden to the Permittee.

The City of Pittsburgh's Department of Mobility and Infrastructure reserves the right to amend this policy at any time. Any revisions to this policy shall take effect immediately upon posting of the revised policy.

Approved:



(Karina Ricks, Director)

Effective Date: 10 July 2021

Amendment Date(s): _____

Superseded By: _____

Supersession Date: _____